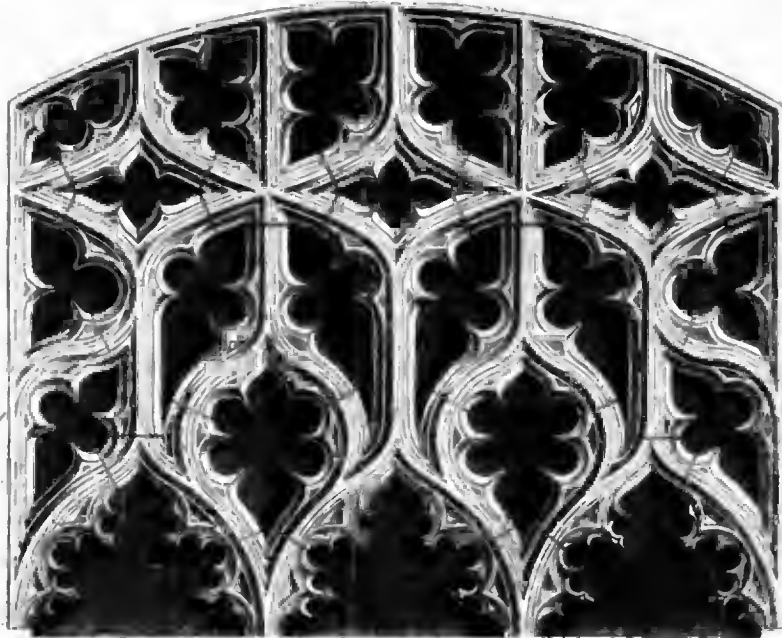


WINDOW FROM EAST SUTTON CHURCH.



ing general notice. The daily press has during the past week opened their columns to several complaints under this head, more particularly connected with the city sewer. The cleansing of the surface of our streets, at least so far as public health is concerned, will prove of small use, while the atmosphere can be thoroughly and constantly infected by the subsoil. Considerable alterations have just been effected at St. Katherine's Wharf, principally for the convenience of persons arriving from the continent. Over the old warehouse a room has been constructed exceeding 100 feet in length, and proportionally wide, lighted with gas, and having a counter along the entire length of the place for the examination and delivery of the baggage and passengers arriving, and where, on an emergency, four or even six lading waiters of the revenue, with their proper complement of subordinates, can be conveniently employed, thus affording unequalled despatch to the public in a matter of much interest and importance. On Saturday last, the workmen completed the removal of the iron and wood railings which inclosed the gardens belonging to Earl Coventry, in the Green Park, fronting Coventry-house. Piccadilly, the whole of which are now thrown open to the public, being an addition of three acres of land to the Green Park. The alterations of widening Piccadilly are proceeding rapidly, and will be completed in about a fortnight. The laying down of the mains from the Artesian Wells, in Trafalgar-square to the Birdege-walk Barracks, and from thence to Buckingham Palace, is deferred until after March. It is a curious circumstance, that since the first use of the wells the water has risen to an additional height of 2½ feet, supposed to be owing to the expansion of the pores in the strata through which the water percolates. Since the spring some progress has been made in the works connected with the Victoria Park. The whole of the wooden park paling and iron railing have been placed up, an entrance lodge on the banks of the Regent's canal in Bishop Bonner's fields has been erected, and the bridge which is to lead from the principal approaches into the park is nearly completed. On the extensive site of Bishop Bonner's fields three leading main roads of wide dimensions are laid out, connecting with the Hackney, Bethnal-green, and Cambridge roads, and on the empty spots are to be erected a series of villas on a uniform plan, subject to the approbation of the Commissioners of Woods and Forest. Gas has been recently

laid on throughout the numerous and intricate passages of the Custom House, and also in some of the offices on the ground floor. They were all lighted a few days since for the first time in consequence of the dense fog and darkness which prevailed, and the improvement over the old system of lighting gave very great satisfaction both to the officials and to the parties having business to transact therein. Great surprise and dissatisfaction have been felt at the omission of further improvements at the foot of Holborn Hill in the notices of the City Authorities for an intended application to Parliament for widening certain streets. The block of projecting houses leading from the west corner of New Farringdon Street to the entrance of Field Lane, is unsightly, injurious to the tradesmen in the neighbourhood, and the cause of daily accidents. A site of Coppyhold Lane, adjoining King Edward's Road, Hackney, has been purchased and taken possession of by Dr. Griffiths, the Titular Bishop of Olena, for the erection of a Roman Catholic chapel and nunnery, the discipline of which is to be of the Order of the Sisters of Charity.

RAILWAY NEWS FROM FRANCE.

For the last few weeks have been very prolific in railway events. Scarcely have four weeks elapsed since the adjudication of the Paris to Strasbourg and Tours to Nantes lines was announced; and already has another ministerial notification been published, that the Paris to Lyons and Creil to St. Quentin railways will be conceded on the 30th of the next month. The 25th of December is the last day allowed to companies for giving notice of their intentions to offer for the lease, to deposit lists of their subscribers, copies of their by-laws, &c. At a subsequent period, the companies will have to deposit by way of caution money 16,000,000 francs (640,000*l.*) for the Paris to Lyons line, and 3,000,000 francs (120,000*l.*) for the Creil to St. Quentin.

The announcement of the adjudication of these two important lines has caused general satisfaction in this city. It puts an end to the idle assertions, that the minister intended not to execute the existing law, but to demand its repeal, in order to concede the railways to companies of his own choice; and it lessens the alarm which is universally felt at the abstraction from mercantile purposes, of the immense amount of capital in the hands of the companies, an amount which is calculated to

be not less than 600,000,000 francs, supposing all the companies to have obtained as they assert, the tenth part of their capital as deposits. In addition to the announcement of the adjudication of the Paris to Lyons line, the Minister of Public Works publishes an *arrêté* relative to the vexed question of the *débarcadere* in Lyons. It appears that the minister has determined that the railway entering Lyons by Vaise shall have a station in that part of the town, that it shall then go by a tunnel beneath the mountain St. Irénée to the Cours de Napoleon, that at the Cours de Napoleon, and at the same station, the Lyons to Avignon line shall take its rise; and that the Lyons and Avignon line shall have another station at another part of the town called La Guillotière, and that the Paris to Lyons line shall share the use of it. Thus there will be three stations serving as five, three for the Paris to Lyons line, and two for the Lyons to Avignon. The ministerial decision will entail an enormous outlay upon the companies and the state. It has clearly been given, with the view of satisfying the pretensions of local authorities and other eminent personages of the neighbourhood; but perhaps upon the whole, it is the best decision that could have been given as regards the town of Lyons, which is a long straggling place, and therefore in need of more than one station to accommodate its scattered population, divided like that of London, into pretty nearly two portions, residing in different quarters, the mercantile and the aristocratic. The mercantile classes (always, like agriculturalists, a discontented set), are not altogether satisfied. The railway serves, it is true, three different parts of the town, but it does so in making a large circle, which of course, will make the carriage of goods dearer. What the trading, money-making people wanted, was to have the station in the very middle of them, leaving the faraway "West Enders," as the cockney would say, and the faraway "Mile Enders," if so I may express myself, of Lyons to shift for themselves.

With respect to the line from Creil to St. Quentin, which is to be conceded to a company on the same day as the Paris to Lyons, the Minister of Public Works has also given a decision as to the direction to be taken, which has been expected for a long time with great impatience. He has decided that the line shall go by the town of Chauny, and not by that of Ham or Laifère, both of which being fortified places, were strongly recommended in a military point of view, arising from the defence of